

RAILROAD NEWS FROM ALL POINTS

Visitors from 1,200 Different
Directions Pass Through
Richmond to Exposition.

SUNDAY-SCHOOL EXCURSIONS

Valuable Work Done by South-
ern Railway to Aid in
Road-Building.

Assistant General Passenger Agent W. S. Branson, of the Chesapeake and Ohio Railway, is something of a statistician. Yesterday in looking over an exhibition folder he made the statement that there were not fewer than 1,200 different routes that passengers from the West might take in reaching the Jamestown Exposition, and that in all these they could and naturally would come via Richmond. No matter what route a passenger took, he could secure stopover in Richmond, and would be enabled to spend a few days in this city.

"No exposition has ever been afforded such a variety of routes by the railways, and lower fares have never been offered to any than to the Jamestown Exposition," said Mr. Branson. "Exposition travel from the West is now fairly beginning and promises to grow heavy from this time forward. The through trains Sunday and yesterday were crowded with Westerners ticketed to the exposition."

President George W. Stevens, Chief Clerk M. T. Spicer and Stenographer W. R. Turner, of the Chesapeake and Ohio, have gone on an inspection trip over the lines of the road west of Clifton Forge. The trip will occupy several days.

Vice-President J. M. Culp, of the Southern Railway, has recently written a letter to Superintendent E. F. Morgan, of the Virginia Penitentiary, informing him that this railway will transport convicts, camp equipment and road-building machinery free over its lines if desired for road-building work in territory served by the Southern Railway. Superintendent Morgan wrote to President Finley, asking as to transportation for a party of fifty convicts for working on roads in America. The party taken by the Southern is in line with its policy for many years of endeavoring in every way to develop the country through which its lines run. Some years ago the road ran a special road-building train throughout Virginia, giving demonstrations of practical and permanent road-building.

At that time the train came to Richmond, and while here a demonstration of road-making was given on Floyd street. On the same trip, specimens of model road were built between Charlottesville and Monticello, and in another place near Danville. Wherever the people along the route of the Southern desire to build roads the Southern will transport materials, machinery and convicts gratis.

Mr. W. H. Wiegman, traveling freight and passenger agent of the San Pedro, Los Angeles and Salt Lake Railroad, was a visitor at the local office of the Southern and Atlantic Coast Line, Norfolk and Western, Seaboard yesterday. This was his first trip to this territory in which he is looking after business for his road. The line is a new one, but promises to become a valuable property.

The Southern Railway is handling a heavy business in Sunday-school excursions from this city to Beach Park. Yesterday the Fulton Baptist church took down a party of eleven coaches; to-day the Venable Street Baptists will go down to the park for Thursday. The Randolph Street Baptist church chartered a long train, and for Friday three Barton Heights Sunday-schools have chartered ten coaches. On Saturday the First Baptist Sunday-school will go down.

On Sunday about 750 people from this city and 350 from Norfolk spent the day at Beach Park. All these excursions leave this city at 8 or 8:30 A. M.

Both the Chesapeake and Ohio Railroad and the Norfolk and Western will operate special trains to the Jamestown Exposition on Thursday, and the outlook for crowds is promising. Attendance on the exposition is steadily growing.

The Chesapeake and Ohio, Sunday outings to the seashore will begin next Sunday, June 30th, and the Norfolk and Western will on the same day begin operating their Sunday seashore specials.

Next Thursday is Baltimore Day at the Jamestown Exposition, and ex-Baltimoreans from all over the country will turn their faces in that direction on that day. The Maryland com-

What Do They Cure?

The above question is often asked concerning Dr. Pierce's two leading medicines, "Golden Medical Discovery" and "Favorite Prescription." The answer is that "Golden Medical Discovery" is a most potent alterative or blood-purifier, and tonic or invigorator, and acts especially favorably in a curative way upon all the mucous lining surfaces, as of the nasal passages, throat, bronchial tubes, stomach, bowels and bladder, curing a large per cent. of catarrhal diseases of these organs. Even in the chronic or ulcerative stages of these affections it is often successful in effecting a cure.

"The Favorite Prescription" is advised for the cure of one class of diseases—those involving weakness, dyspepsia, and irregular menstruation. It is a powerful yet gentle acting invigorating tonic and nerve. For weak worn-out, over-worked women—no matter what has caused the breakdown, "Favorite Prescription" will be found most effective in building up the strength, regulating the womanly functions, subduing pain and bringing about a healthy, vigorous condition of the whole system.

A book of particular value each bottle giving the formulae of both medicines and quoting what scores of eminent medical authors, whose works are consulted by physicians of all the schools of practice, as guides in prescribing, say of each ingredient entering into these medicines.

The words of praise bestowed on the general ingredients entering into "Doctor Pierce's medicines" by such writers should have more weight than any amount of non-professional testimonials, because such men are writing for the guidance of their medical brethren and know whereof they speak.

Both medicines are non-alcoholic, non-secret, and contain no harmful habit-forming drugs, being composed of glyceric extracts of the roots of native American medicinal forest plants. They are both sold by dealers in medicine. You can't afford to accept as a substitute for one of these medicines of known composition, any secret nostrum.

Dr. Pierce's Pills, small, sugar-coated, easy to take as candy, regulate and invigorate stomach, liver and bowels.

Urgent will be very much in evidence then.

The Chesapeake and Ohio Railway will run three excursions to the exposition on July 4th, and 5th, and 6th, to carry down a great crowd of Richmonders.

COMMISSION TO PASS ON SANITY

BY WALTER EDWARD HARRIS.
WASHINGTON, D. C., June 24.—There will be a lunacy commission appointed here in a few days to pass upon the sanity of Harrison Wagner, who is in jail here pending sentence to the penitentiary for perjury in connection with an affidavit made by him that he held a judgment against the Reisinger estate, of this city, for ten thousand dollars, and that it was at the time of making the affidavit, a good and collectible judgment, rendered to him in the court of Dickenson county, Va.

It is stated that Wagner was adjudged insane in Stafford county a number of years ago. He has been suing people in various counties in Virginia for twenty years, and claims to have eleven thousand judgments against various people. He has many suits in Stafford, several in Fauquier, and many in Dickenson. So far as is known, he has never been able to collect on any of the judgments. He got them, and yet claims to have never been in the counties mentioned. He has to-day what purports to be a record of a judgment in Dickenson county for over twenty thousand dollars against the Reisinger estate.

Recently he published what purported to be a supplement to the Bristol Herald in which he libeled practically every court officer in the District of Columbia and Maryland.

TELEGRAPH WIRES WORKING AS USUAL

SAN FRANCISCO, June 24.—General Superintendent Sweeney, of the Pacific Telegraph Company, said to-day there was not a message half an hour old in the main office, and the company was satisfied with the situation.

Superintendent May, of the Western Union, said that business was disposed of to-day quite promptly, and that a steady increase in the office force, until the men required are at work.

President Small, of the telegraphers' union, announced to-night that he would ask the aid of the government in the settlement of the strike of telegraphers in San Francisco and Oakland. He said he would appeal to President Roosevelt to force the company to the ground that the transaction of business of national importance is interfered with because of the strike.

MAY BE PRINCE OF HOLY EMPIRE

Story Explains Rumor About Morgan's Reported Change of Faith.

ROME, June 24.—The recent rumor that J. P. Morgan intends to leave the Episcopal Church and become a Roman Catholic has this much of a foundation, just leaked out from Vatican circles. The Pope wished to give him some conspicuous token of recognition and appreciation, and the Vatican authorities had sounded Mr. Morgan's personal friends as to whether he would accept the title of Prince of the Holy Roman Empire.

It is said that Mr. Morgan signified his willingness to accept the title which in past ages has been conferred only on sovereigns, and is now held by the Emperor of Austria and the Emperor of Germany. It was, however, observed that the Pope is a Catholic, and that the transaction of business of national importance is interfered with because of the strike.

THE VETERANS TAKE ISSUE WITH MOSBY

Statement by Latter That Gen.
Lee Never Owned Slaves
Arouses Much Interest.

JUDGE CHRISTIAN'S REPLY

Cites Statement Made by Gen.
Fitzhugh Lee as His
Authority.

The publication in yesterday's Times-Dispatch of an interview with Colonel John S. Mosby, of Washington, in which he is quoted as saying that General Robert E. Lee was never the owner of slaves, has aroused considerable interest among prominent Confederate sympathizers in Richmond, and in every case the accuracy of Colonel Mosby's statement has been questioned. There are quite a number of men in Richmond who have been close students of the causes leading up to the Civil War, and the States, and many of these men have followed with care every publication bearing on the early life of the Confederate leaders.

General Robert E. Lee, when a lieutenant in the artillery service of the United States, married Miss Mary Custis, a granddaughter of Mrs. Washington, and the heiress of a large property. On the death of her father, the Arlington and White House estates were left to her, including a large landed estate, with a considerable number of negro slaves. General Lee was the executor of this estate of his father-in-law, and for a number of years managed the property in his wife's interest. By an agreement at the time of the death of Mr. Custis it was understood that the Arlington estate should go to the oldest son, then Lieutenant G. W. Custis Lee, of the United States Army.

Had Number in Own Right. General Robert E. Lee also inherited an estate of limited size from his mother, the widow of the famous Light Horse Harry Lee, of Revolutionary fame. In this estate were a number of negro slaves which were a considerable time owned by General Robert E. Lee in his own right. Dr. H. A. White, in his "Life of Lee," page 28, says:

"Throughout life he was the gentlest and most inoffensive of masters. He told that one of the earliest duties laid upon himself by the young commissioned officer was to take his mother's negro coachman, a consumptive, to the mild climate of Georgia, and there to provide tender nursing until the cure came."

"Through the marriage with the heiress of Arlington was Robert E. Lee ultimately ushered into the position of patriarch over Virginia plantations and their adherent servants. Arlington itself and the White House farms on the Pamunkey River. This same year, 1831, saw the beginning of the abolitionist assault, under Garrison's leadership, against the institution of slavery in the South. As executor, Robert E. Lee carried out that provision to the very letter, and in 1862 sent these manumitted servants, with passes, through his own military lines into the Northern States."

As to General Robert E. Lee's personal opinion of the institution of slavery, Mason's "Life of Lee," page 59, quotes from a letter to his wife, dated December 27, 1856, in which he says:

"There are few, I believe, in this enlightened age, who will not acknowledge that the institution of slavery is a moral and political evil in any country. It is useless to expatiate on its disadvantages. I think it is a greater evil to the white than to the black race. The blacks are immeasurably better off here than in Africa, morally, physically and socially. Is it not strange that the descendants of those Pilgrim fathers who crossed the Atlantic to preserve their own freedom of opinion have always proved themselves most intolerant of the spiritual liberty of others?"

Reply to Colonel Mosby. Judge George L. Christian, of Richmond, who has been for some time a close student of Confederate history, and who was the chairman of the His-

tory Committee of the recent Confederate Reunion held in Richmond, issued yesterday afternoon a formal reply to Colonel John S. Mosby in the form of a letter to The Times-Dispatch, as follows:

Richmond, Va., June 24, 1907. Editor of The Times-Dispatch: Gentlemen,—In your issue of today, in what purports to be a dispatch from Washington, is a statement from Washington, to the following:

"Colonel John S. Mosby, the famous Confederate guerrilla and commander of the Mosby Rangers, and now a special attorney for the Department of Justice, is authority for the statement that General Robert E. Lee never owned slaves, in contradiction to the announcement at a recent celebration at Richmond that Lee had freed his slaves before the end of the year."

In the report of the history committee, prepared by me for the late Confederate Reunion held in Richmond, I made the statement that General Lee had freed his slaves before the war, and I take it for granted that this is the statement alluded to by Colonel Mosby and referred to in your issue of today.

It is if Colonel Mosby is authority for the statement contained in that dispatch, I think it proper to say that the late General Fitzhugh Lee is my authority for the statement contained in the report of the history committee.

In his "Life of General Robert E. Lee," at page 83, General Fitzhugh Lee makes the following statement:

"He would not have fought to preserve slavery; he disapproved of it, and had years before freed his own; and Mr. Custis had freed by will all of his. He regretted war, but did not regret as one of its results the probable freedom of the slave, although he knew that slavery had called a race of savages from superstition and idolatry, and had brought to them a general knowledge of the precepts of religion. Indeed, he is record-

ed as saying at that time that if he owned all the negroes of the South, he would gladly yield them up for the preservation of the Union."

I assume, of course, that General Fitzhugh Lee knew, and was stating the facts about this matter, and, therefore, I did not hesitate to quote him as authority for the statement contained in my report.

Very respectfully,
GEO. L. CHRISTIAN.

DEATH. HEWLETT—Died, Monday night, at 11:30 o'clock, at her residence, 407 North Twenty-fourth Street, Mrs. M. A. HEWLETT, relict of A. D. Hewlett, aged seventy-two years. Funeral notice later.

EXCURSIONS TO ASHEVILLE, N. C. LEAVE RICHMOND MONDAY, JUNE 25, 1907. For the various occasions taking place at Asheville and Western North Carolina, the Southern Railway will sell special tickets at very low rates. For information, apply to any Southern Railway agent.

ANCHOR LINE. GLASGOW AND LONDON. Leaving from New York every Saturday, New York to Glasgow, and Glasgow to New York. Average passage, 7 1/2 days. AND FAVORITE STEAMSHIPS. "Astoria" and "Tennessee." For Book of Tours and information apply to HENDERSON BROTHERS, NEW YORK, ANDREW WELSH, 628 E. Main St., RICHMOND, TRANSFER CO., 819 E. Main St., Richmond, Va.

Beach Park. One Hour's Ride. Amusements for All. See railroad schedule for trains. Fifty Cents—Round Trip—Fifty Cents.

ESTABLISHED 1842.

THE CELEBRATED "STIEFF"

The Official Piano of the Jamestown Exposition.

UPRIGHTS,

\$500
TO
\$600

Made in all woods.



GRANDS

\$800
TO
\$1,500

In Special Art Designs

The STIEFF

is an instrument of the highest standard of excellence and heads the list of the highest grade pianos.

Of course you can buy cheaper pianos than the Stieff, but when you take into consideration the very fine quality of this very celebrated instrument the price we ask is most reasonable.

We have several used pianos which have been rented out during the past season, and which are in perfect condition—as good as new. We offer these instruments at very unusual values, allowing on each a BIG DISCOUNT FROM THE REGULAR PRICES.

Be sure to investigate the merit of the Stieff before buying.

TERMS: PAY CASH OR MONTHLY.

Specials in Our Taken-in-Exchange

Stock for Week Beginning June 24th.

One Mason & Hamlin Upright, full size; in perfect condition.	One Mahogany Upright, 7 1-3 octaves; three pedals.
\$255.00	\$160.00
One Steinway Upright, in perfect condition.	One Mason & Hamlin Upright, full size.
\$279.00	\$175.00
One full sized Upright, 7 1-3 octaves; three pedals; in perfect condition, only.	Square Pianos and Organs from
\$99.00	\$10.00 up.

These instruments were all traded in as part payment on a "STIEFF." Special attention given to out-of-town correspondence.

Chas. M. Stieff,

The Old Reliable Piano House,
Established 1842.

205 East Broad Street. L. B. SLAUGHTER, Manager.

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Beach Park. One Hour's Ride. Amusements for All. See railroad schedule for trains. Fifty Cents—Round Trip—Fifty Cents.

Railroads.

Southern Railway

TRAINS LEAVE RICHMOND.
N. B.—Following schedule leaves published for information, and are not guaranteed.
7:00 A. M.—Daily—Local for Charlottesville, connecting at Keyville for Chase City and Charlottesville.
11:15 A. M.—Daily—Limited—Buffet Pullman to Atlanta and Birmingham, New Orleans, Mobile, Pensacola, Jacksonville, and all the South, through coach for Chase City, Oxford, Durham and Raleigh.
6:00 P. M.—Ex. Sunday—Keyville Local.
11:30 P. M.—Daily—Limited Pullman ready 9:30 P. M., for all the South.
YORK RIVER LINE.
4:30 P. M.—Ex. Sunday—Limited—To West Point—Connecting for Baltimore.
2:15 P. M.—Ex. Sunday.
4:45 A. M.—Ex. Sunday—Local to West Point.
TRAINS ARRIVE RICHMOND.
6:05 A. M.—8:40 P. M.—From all the South.
4:10 P. M.—From Charlottesville, Raleigh, Durham, Chase City, and local stations.
8:40 A. M.—From Keyville—Local.
9:20 A. M.—From Baltimore and West Point.
10:45 A. M.—6:15 P. M.—Local from West Point.
C. W. WESTBURY, D. P. A.
820 E. Main Street, Richmond, Va.

R. F. & P. RICHMOND

TRAINS LEAVE RICHMOND—NORTHWARD.
6:25 A. M.—Daily—Byrd St. Through.
7:00 A. M.—Daily—Main St. Through.
7:30 A. M.—Week Days—Elba. Ashland Accommodation.
8:40 A. M.—Daily—Byrd St. Through. Local Stops.
11:40 A. M.—Week Days—Elba. Ashland Accommodation.
12:01 noon—Week Days—Byrd St. Through.
4:00 P. M.—Week Days—Byrd St. Washington Accommodation.
5:45 P. M.—Sunday only—Elba. Washington Accommodation.
6:30 P. M.—Week Days—Elba. Ashland Accommodation.
6:45 P. M.—Daily—Main St. Through.
6:50 P. M.—Daily—Byrd St. Through.
TRAINS ARRIVE RICHMOND—SOUTHWARD.
6:30 A. M.—Week Days—Elba. Ashland Accommodation.
7:50 A. M.—Daily—Byrd St. Through.
8:25 A. M.—Week Days—Byrd St. Washington Accommodation.
10:35 A. M.—Sunday only—Elba. Washington Accommodation.
10:40 A. M.—Week Days—Elba. Ashland Accommodation.
12:30 P. M.—Daily—Main St. Through.
2:30 P. M.—Daily—Byrd St. Through.
6:40 P. M.—Week Days—Elba. Ashland Accommodation.
7:15 P. M.—Daily—Byrd St. Through.
9:50 P. M.—Daily—Byrd St. Through. Local stops.
9:15 P. M.—Daily—Main St. Through. NOTE—Sleeping or Parlor Cars on all above trains, except local accommodations. Time of arrivals and departures and connections not guaranteed.
C. W. CULP, Gen'l Supt. W. P. TAYLOR, Trac. Mgr.

Chesapeake & Ohio Railway

CINCINNATI, INDIANAPOLIS, ST. LOUIS, CHICAGO, LOUISVILLE, NASH.

2:15 P. M. daily and 11:00 P. M. daily, except Saturday; 11:45 P. M., Saturday.

WESTBOUND LOCAL TRAINS.

7:35 A. M. and 5:15 P. M. week days. NEWPORT NEWS, NORFOLK AND OLD POINT.

9:00 A. M. and 4:00 P. M. daily. LOCAL FOR NEWPORT NEWS AND OLD POINT.

7:35 A. M. and 5 P. M. daily. JAMES RIVER LINES.

10:50 A. M. daily; 6:15 P. M. week days. Arrive Norfolk from Richmond 7:30 P. M. *8:30 A. M. *8:45 P. M. *7:45 P. M. From East: *10:05 A. M. *11:45 A. M. *7:30 P. M. *8:30 P. M. *8:45 P. M. *8:40 A. M. *8:55 P. M. *Daily. *Except Sunday.

N. & W. Norfolk & Western

ONLY ALL-RAIL LINE TO NORFOLK. Leave Richmond for Norfolk daily, in EFFECT JAN. 6, 1907.

FOR NORFOLK: 9:00 A. M., 9:30 P. M. 6:00 P. M. From Norfolk: 9:00 A. M., 12:10 noon, 9:30 P. M. Pullman Parlor and Sleeping Cars. Dining Car. Trains arrive daily from Norfolk: *11:40 A. M., *6:50 P. M. From the West: 7:25 A. M., 2:05 P. M., 8:50 P. M. Office, 338 E. Main St. Flyer, 3 hours 20 minutes.

W. B. BEVILL, C. H. BOSLEY, Gen'l Pass. Agent, Dist. Pass. Agent.

ATLANTIC COAST LINE

EFFECTIVE MAY 26TH, 1907.

TRAINS LEAVE RICHMOND DAILY: For Florida and South: 8:15 A. M., 7:30 P. M. For Norfolk: 9:00 A. M., 5:00 P. M. and 6:00 P. M.

For N. & W. Ry. West: 9:00 A. M., 12:10 noon, 9:30 P. M. For Petersburg: 9:00 A. M., 12:10, 9:30, 9:35 P. M., 6:00, 9:30 P. M., 7:25 and 12:00 P. M. For Goldsboro and Fayetteville: *12:25 P. M.

Trains arrive Richmond daily: 6:25, 7:25, *8:35, *10:45 and 11:40 A. M.; *12:27, *1:00, 6:00, 8:00 and 8:50 P. M. *Except Sunday. *Trains arrive daily from Norfolk: *11:40 A. M., *6:50 P. M. From the West: 7:25 A. M., 2:05 P. M., 8:50 P. M. Office, 338 E. Main St. Flyer, 3 hours 20 minutes.

Time of arrivals and departures and connections not guaranteed.

C. S. CAMPBELL, D. P. A.

Seaboard Air Line Railway

SOUTHBOUND TRAINS SCHEDULED TO LEAVE RICHMOND DAILY.

6:35 A. M.—Local to Norfolk, Raleigh, Charlotte, Winston-Salem, Greensboro, and coaches, Atlanta, Birmingham, Savannah, Jacksonville and Florida points.
9:15 P. M.—Sleepers and coaches, Atlanta, Birmingham, Norfolk, Savannah, Jacksonville and Southwest.

NORTHBOUND TRAINS SCHEDULED TO ARRIVE RICHMOND DAILY.
6:50 A. M., 8:35 P. M., 7:05 P. M.

Richmond and Petersburg Electric Railway

Cars leave corner of Seventh and Perry Streets, Manchester, every hour (on the hour) from 6 A. M. to 10 P. M.; 11 P. M. car to Chesapeake and Ohio Station, to Petersburg. Limited car: 6:45 P. M. daily, except Sunday.

Cars leave Petersburg, foot of Spycamore Street, every hour from 6:35 A. M. to 10:35 P. M. Last car, 11:40 P. M.; Limited car, 7:15 A. M. daily, except Sunday.

All cars connect with Richmond and Petersburg cars at Richmond.

Steamboats.

Virginia Navigation Co.'s

JAMES RIVER DAY LINE To Jamestown Exposition.

STEAMER POCAHONTAS LEAVES FROM OLD DOMINION WHARF MONDAY, WEDNESDAY, THURSDAY, FRIDAY, SATURDAY AND SUNDAY AT 7 A. M. for Norfolk, Portsmouth, Old Point, Newport News, Gloucester, and Washington. Baltimore and the North. State rooms reserved for the night at moderate prices on Pocahontas. Electric cars direct to the wharf. Tickets on sale at Richmond. Round Trip, \$1.00, one way, \$1.35. Round Trip, \$1.00 at Exposition Grounds Pier, 14th Street.

Freight received for above-named places and all points in Eastern Virginia, North Carolina and the East. J. J. MAYER, Agent. IRVIN WEISBERG, Gen'l Mgr.

Merchants & Miners' Trans. Co.

Norfolk to Boston, Mass. Providence to Boston, Mass. Steamers leave Norfolk for Boston Tuesday, Wednesday, Friday and Sunday. For Providence, Monday, Tuesday, Thursday and Saturday. Freight and freight take for all New England points. Tickets on sale at C. & O. Ry. Co. Office, 319 E. Main St. Office at No. 41 E. Main St. E. C. LOHR, Agt., Norfolk, Va.

We do what we say: Save you money on your groceries.

Best American Granulated Sugar, per pound.....5c
New Clipped Herring, per dozen.....10c
New California Prunes, per box.....10c
Fresh Roasted Lager Beer, per pound.....12c
7 large bars Swift's Pride Soap for.....25c
Best White, Canebrake and Blackberry, per gallon.....50c
Large Bananas, per dozen.....12c
Sugar Corn, 4 Cans for.....25c
2 lbs. Mountain Roll Butter for.....25c
5-lb. Broom.....20c
Besting Broom.....15c